

Shipping

PREFERRED JAIL TO SHIP, SKIPPER MOURNS LOSS OF ADVANCE MONEY

With deep-water vessel masters failing to secure the necessary number of foremast hands to man their vessels on a voyage from Honolulu to the west coast of the United States, Harbor Officer Carter came upon one George Rush, well known to the police, and after some persuasion induced the young man to ship in a windjammer about to proceed to sea.

Rush entered a plea for some advance money, a sum being handed over to him by a trusting skipper. The schooner departed, but the name of Rush, when called, failed to elicit a response from the score of men who scrambled aboard at the last moment.

Carter then took up a still-hunt for the missing Rush. He was found at one of the several well-known haunts of the local colony of beach-combers. Placed under arrest and charged with vagrancy, Rush attempted to set up a plea of failure to secure employment when hailed before Judge Monarrat at district court this morning.

His story, though a sad one, failed to create the impression with the court that Rush had expected it would, and he was ordered to take up his residence at Hotel Asch for the next ten days. It developed that Rush had been repeatedly urged to "beat it" by the police or else, connect with a steady job. He has thus far failed to comply with either demand.

Prosecuting Attorney Brown pointed out this morning that for some weeks past vessel masters have been hard pressed to secure sufficient men to handle their ships. In one or more instances men have been drawn from the delegation rounded up by the police and sent over to the reef on minor charges.

The local waterfront is becoming a rather unhealthy locality for the non-producing vagrant and consumer of cheap booze.

Hyades to Load But Little Sugar

There is but comparatively little sugar available for shipment to the Coast in the Matson Navigation freighter Hyades. It is estimated that the vessel will be dispatched from Hilo, the last port of call on or about December 28 with less than one thousand tons of this commodity.

Captain Youngren, master of the freighter, brought his command inside the harbor late yesterday afternoon, reporting a very rough trip down from the Coast, but accompanied by no damage to ship or cargo. Twelve days was consumed in the passage from Tacoma to Honolulu. Five sacks of mail was given the vessel which was turned over to the local post office officials. Owing to continuous and heavy gales and seas the Hyades was a target for more or less inundation of her decks. This brand of weather continued until the vessel was within but a few days steaming of Honolulu when a turn for the better was noted. The Hyades has about 30,000 tons of lumber and 2500 tons freight for Honolulu; 40,000 tons of lumber and 450 tons for Hilo, 300 tons for Port Allen and 150 tons for Kapaemahu. She will commence discharging this morning, and will sail Sunday night for Port Allen.

The Hyades is to call at Port Allen, Kahului, Kapaemahu and Hilo to discharge cargo.

Siberia Here Monday Noon

Monday noon has been designated as the probable time of arrival of the Pacific Mail liner Siberia at the port of Honolulu, bringing 1200 tons of merchandise besides, at least one hundred Asiatic steamer passengers. The Siberia is to berth at Alakea wharf. It is the present intention of H. Hackfeld and Company, the local representatives to the liner to dispatch the Siberia for San Francisco on or about ten o'clock Tuesday morning.

There is said to be an abundance of room in the big Pacific Mailer for all local applicants for transportation to the mainland. One hundred or more travelers can easily be provided with accommodation, though less than one half that number have thus far booked at the office of the local agents.

Kilauea to Take Early Departure
In order to better accommodate the business interests along the coast of Kona and Kau the Inter-Island steamer Kilauea will be dispatched on the next trip to windward Hawaii on Monday noon instead of a day later as listed on the regular schedules. The Kilauea will reach her last port in Kona before Christmas Day.

Notice is given local shippers to the effect that all cargo intended for this vessel must be at the wharf not later than Saturday.

New Regulation Aimed at Coasting Steamers.
The experience of the schooner Salvo in crashing into the railway wharf, the starting of the engines in the Inter-Island steamer Mauna Loa being assigned as the cause, has resulted in the harbor commission making a new regulation to guard against

a repetition of this trouble. The rule now under consideration is as follows: "Any steamship lying at a wharf in Honolulu harbor wishing to try her engines must first notify any vessel in the near vicinity that she is going to do so; and the speed of such engines while being tried out must not exceed what they would be under a slow bell. The vessel trying her engines will be held responsible for any damage done to the wharf or other vessels if such damage is caused by the vessel trying her engines."

"Any vessel while trying her engines must have a responsible person stationed in such a position that he can see any vessel that will have to cross the wake of his vessel and on seeing such vessel, the engines must be stopped immediately."

Congress Nearing Completion.
Officials of the Pacific Coast Steamship Company announce that the company's new liner Congress, building at the plant of the New York Shipbuilding Company at Camden, N. J., will be launched the last week in December. The vessel will immediately begin her voyage to San Francisco. Her entry into the coastwise service is scheduled for June 1.

Captain I. N. Hibberd, superintendent of the company, is now in the East in connection with the work. The new vessel is the first of two palatial liners to be built for the service between San Francisco and Puget Sound and Southern California ports. She will be 17 per cent larger than the Governor, and President, and a twin-screw steamship capable of maintaining a speed of 18½ knots an hour. In length she will be twenty-five feet longer than the Governor and have five feet more beam than that latter.

Tag Saves Ship from Wreck.
VANCOUVER, B. C., Dec. 2. — Mistaking the new light at Otter point for the old light at Race rocks while beating up the straits of Juan de Fuca to Victoria during very thick weather, early this morning, the Chilean four-masted sailing ship County of Linlithgow, Captain Mueller, ran aground just east of Otter point, 18 miles out of his course.

The tug Lorne of Victoria hurried to the vessel's assistance and pulled it off at high tide. It will be hauled out at Esquimalt tomorrow for a survey of its bottom, which is claimed not to be seriously damaged from its impact with the rocky shore line. The ship was 51 days out from Antioquia in ballast en route to Vancouver to load lumber for Australia. It is owned by a Chilean firm at Valparaiso, was built at Glasgow in 1887 and holds several Pacific sailing records, including that between Valparaiso and Cape Flattery, Md. in 35 days last spring.

Coronado's Last Sailing Voyage.
James Griffiths & Sons, Seattle, acting for the Alaska Whaling Company, chartered the iron barkentine Coronado to the Western Fuel Company, to load coal at Nanaimo, B. C., for Eureka, about December 10. The Coronado is lying at Smith Cove. She returned recently from Alaska, with a cargo of whale oil and fertilizer, the result of the summer's operations of the whaling steamers Unimak and Kodiak. She will take a shipment of about fifteen hundred tons coal.

The Alaska Whaling Company has plans for converting the Coronado into a steamship, and the work will probably be commenced when she completes her service for the Western Fuel Company. The Coronado is in command of Capt. John Dahl, one of the best-known sailing-ship masters on the north Pacific.

Harlesden is a New Fixture For Honolulu.
The steamer Harlesden, a vessel of considerable carrying capacity has been chartered by the Inter-Island Steam Navigation Company to bring between four and five thousand tons of Australian coal to Honolulu. The Harlesden is understood to sail from Newcastle, N. S. W., for the Hawaiian Islands tomorrow, according to cables that have been received at the office of the coasting steamship company.

The freighter Hornelen was to have been dispatched from the Australian coal port but at the last moment the Harlesden was substituted. It is possible that the Hornelen may be placed on the berth at Newcastle to follow the Harlesden at no very distant date.

Inter-Island Sailings This Day.
The Inter-Island steamers are to take a departure for Hawaii and Maui this evening.

The Claudine, now operating under a new schedule which eliminates Hilo as a port of call, will sail at five o'clock for Lahaina, Kahului and the regular Maui ports of call. A fair list of cabin and deck passengers will be carried.

The steamer Kauai has been placed on the berth to depart for Lahaina, Hilo, and Hamakua ports at four o'clock this afternoon, taking freight and late mails only.

TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Dec. 16	9:00 a.m.	1:30 p.m.	11:30 a.m.	2:30 p.m.	6:30 a.m.	5:20 p.m.
17	9:45 a.m.	1:15 p.m.	12:15 a.m.	3:15 p.m.	5:24 a.m.	4:28 p.m.
18	10:30 a.m.	1:00 p.m.	1:00 a.m.	4:00 p.m.	5:24 a.m.	3:19 p.m.
19	1:01 a.m.	11:30 p.m.	1:41 a.m.	4:41 p.m.	5:25 a.m.	2:00 p.m.
20	1:37 a.m.	11:00 p.m.	2:17 a.m.	5:17 p.m.	5:25 a.m.	3:04 p.m.
21	2:16 a.m.	1:25 p.m.	2:56 a.m.	5:56 p.m.	5:26 a.m.	4:08 p.m.
22	2:54 a.m.	2:00 p.m.	3:34 a.m.	6:34 p.m.	5:26 a.m.	5:00 p.m.

First quarter of the moon Dec. 16th.

WEATHER TODAY

Friday, Dec. 20.
Temperature—6 a. m., 72; 8 a. m., 74; 10 a. m., 75; 12 noon, 78. Minimum last night, 72.
Wind—6 a. m., velocity 5, E.; 8 a. m., velocity 4, N.; 10 a. m., velocity 8, N. E.; 12 noon, velocity 22, N. E. Movement past 24 hours, 148 miles.
Barometer at 8 a. m., 30.00. Relative humidity, 8 a. m., 59. Dew-point at 8 a. m., 58. Absolute humidity, 8 a. m., 5.349. Total rainfall during past 24 hours, Trace.

VESSELS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

Friday, Dec. 20.
SAN FRANCISCO—Arrived, Dec. 20, 7 a. m., S. S. Sierra, hence Dec. 14.

Aerograms.
S. S. SIBERIA—Arrives from Yokohama Monday, 12 m., and sails for San Francisco at 10 a. m. Tuesday.

Kerosene Lost and Autos Damaged

On the Inter-Island wharf three automobiles are mute evidence of the encounter with heavy seas experienced on the last voyage of the Inter-Island steamer Kilauea. The vessel upon leaving Honolulu for Kona and Kau ports met with strong winds and tempestuous seas that in point of severity were the worst known in many months past.

Practically all deck cargo carried by the Kilauea went over the side during the storm. The automobiles while being retained by the lashings were considerably battered.

The Kilauea returned to Honolulu this morning bringing an unusually large shipment of coffee. The freight list included 524 sacks of this commodity. Other items noted are 21 bundles of hides, 37 sacks awa root, 52 cases honey, 55 crates turkeys, 200 pigs, 115 crates chickens, 191 feet lumber, 495 sacks taro, and 633 packages sundries. The vessel met with light winds and smooth seas on the homeward voyage. It was found too rough to load sugar at Punaluu.

Few Passengers Departing on the Lurline

A very small list of passengers have been booked for departure to the Coast on next Tuesday evening in the Matson Navigation steamer Lurline. The liner, however, will depart for San Francisco with 3000 tons sugar and 2000 tons molasses. Other items of freight for the mainland include 10,000 cases of pineapples, 4500 bunches bananas and a quantity of sundries. The Lurline is scheduled to depart for the Coast at six o'clock, sailing from the Hackfeld wharf. The vessel is departing for Kahului this evening and will return from the Maui port early Sunday morning.

Missourian With Stock, Due Tomorrow

Twenty-six head of fine horses, for local importers, are due to arrive at the port tomorrow, in the American-Hawaiian freighter Missourian, now en route from Salina Cruz, by way of San Francisco and Sound ports. The Missourian is said to be heavily loaded with general cargo, a large portion of which was transhipped from the east coast of the United States at the Islands. The Missourian will visit Kahului, Kapaemahu and Hilo.

Alaskan Loading For The Isthmus.

Completing the last of twelve thousand tons sugar, the American-Hawaiian freighter Alaskan left Port Allen last evening for Kahului and will be dispatched from the Maui port for Salina Cruz direct, on Monday evening, according to the present calculations of C. P. Morse, general freight agent, for the line. The Alaskan, is to carry a full cargo of islands products to the isthmus of Tehuantepec. About two hundred tons preserved pines will be taken in addition to the cargo of sugar.

Mary E. Foster Brings New Skipper.

With nearly one million feet of lumber, the well-known schooner Mary E. Foster now rides at anchor in the stream awaiting a berth at the Allen & Robinson wharf. This vessel sailed from Aberdeen, Wash., on Nov. 25th. The vessel is now in command of Captain R. E. Peasley, who, however, possesses a wide circle of acquaintances here through visits to the port in other vessels. The Mary E. Foster brought cargo consigned to the firm of Allen & Robinson.

Kona Sugar Report.

But two items of sugar are reported from Kona and Kau ports, according to officers in the steamer Kilauea. Awaiting shipment are 8175 sacks at Punaluu and 4152 sacks at Honaunau.

With the loss of but one sailor the Japanese freighter Tokai Maru sailed for Makatea island late yesterday afternoon. The vessel proceeds to the south seas to take on a shipment of phosphates destined for Australia.

Sealand's Consumption of Oil

Some interesting statistics on the oil consumption of the Diesel engine-driven Sealand are given in the London Engineering. On the outward maiden voyage the weather was fair after the first two or three days. On March 11th, the first day out, the oil consumption was 9.8 tons, and a speed of 9.2 knots was maintained. The highest speed was 12.7 knots, which called for a fuel consumption per day of 10.1 tons. The most efficient day's run required the use of 9.4 tons of oil, with which a speed of 12.4 knots was developed. On the homeward voyage the weather was decidedly unfavorable, and yet the daily consumption of oil did not exceed 8.8 tons. The best day's run was made on 8 tons of oil, with which a speed of 8.3 knots was maintained. Had the steamer used coal in place of oil, it would have required three or four times as many tons of fuel.

Special Steamer Required to Carry Cotton

For the second time in the history of the port of San Francisco and for the second successive year, the congestion of cotton shipments to the Orient has made it necessary to charter a special steamer to transport the excess of the southern staple across the Pacific. Last year the Southern Pacific was forced to charter a steamer. This year the chartering has been done by the Santa Fe, which has now on hand a surplus above the regular shipping facilities of 12,000 tons of cotton destined for Japan. The British steamer Clan Melver has been secured.

Although last year's record for cotton shipments to the Orient broke those of former years, this has been exceeded by about one-fourth. For the last two months fully two-thirds of the cargo space of the regular Pacific Mail and Toyo Kisen Kaisha liners has been filled with cotton, yet the surplus has continued to pile up until the action of the Santa Fe was necessary. The Clan Melver is now at China Basin where the stevedores are busy loading.

Japanese Steamship Competition in India

Concerning the question asked recently in Parliament by Sir John Rees, as to whether the British government was taking any steps to protect against Japan's prohibition of the coasting trade to foreign steamers, the Asiatic Company has issued a statement of a question he asked some time ago, and has been moved to revive by the keen competition which has sprung up between the British India S. N. Co. and the Nippon Yusen Kaisha. The Asiatic goes on to make the remarkable statement that the B. I. line is held in detention by the Indians, but that the strong corporation of white men who control it "intend to make a demonstration against the British government," and to induce the Government of India to lodge a protest in Parliament against the N. Y. K. Calcutta service. These statements show a rather hazy idea on the part of our contemporary as to the relationship of the various parties affected. The B. I. Company employs many thousands of Indians, who certainly have no reason to desert their employers for the benefit of the N. Y. K. The Asiatic thinks that the fact that America restricts her coasting trade to her own vessels is sufficient reason for the British government refraining from making any protest against Japanese companies competing in the Indian coasting trade. The line of reasoning is not strikingly clear, but this is hardly to be wondered at in view of the very hazy ideas held in the highest official quarters of the meaning of "reciprocity."—Japan Chronicle.

Steamer Kauai Returned With Cattle

Cattle to the number of forty head were received today with the arrival of the Inter-Island steamer Kauai from Hilo and way ports. Other items of freight included a quantity of empty drums and kegs. The steamer met with fair weather in returning to Honolulu.

Helene Carried Much Lumber.

Lumber besides quantities of fertilizer was forwarded to Hawaii ports today in the Inter-Island steamer Helene. This vessel cleared the port for Hamakua coast shortly after ten o'clock this morning. A late mail was dispatched to the big island by the steamer.

COLONIAL PROPERTY SALE

E. L. Schwarzborg of Morgan's will start the sale of the Colonial Hotel property and contents of the mansion at noon tomorrow. It is likely there will be some lively competition for the land and buildings, as some are reported to have eyes on it for residence purposes and others to continue it as a fashionable hotel. Curio hunters will be after the Chippendale furniture, and for lovers of art there are fine statuary and valuable paintings to contest for.

Yesterday afternoon the dedication exercises of the senior cottage of the Kamehameha School for Girls, were held in the presence of a representative gathering of the Kamehamehas. President Horne of the schools, Miss Ida M. Pope of the Girls' School, and Hon. W. O. Smith, board of trustees, were the principal speakers.

The remains of John Schutte, who died two days ago, are now at Silva's undertaking establishment, and will lie there until Sunday afternoon, when the funeral will be held.

Double lapsels, one with Russian embroidery worked upon the top one, is seen on one of the newest coat models.

Use very little bluing in washing laces, for the lace absorbs a great deal of blue.

The paradise plumes of natural velvety are a feature in the new millinery.

To smooth an iron, plunge it while hot into cold water with a little soap in it.

See Santa Claus' Picture

Made by special appointment of Santa with us so that Honolulu children may know just how he looks.

See his latest picture in our window.

R. W. Jenkins PHOTOGRAPHER

ARRIVED

Thursday, Dec. 19.
San Francisco via Sound ports — Hyades, M. N. S. S. p. m.
Hawaii ports—Kauai, str., p. m.
Kona and Kau ports—Kilauea, str., a. m.

DEPARTED

Thursday, Dec. 19.
Japan and China ports—Tenyo Maru, Jap. str., 5 p. m.
Makatea island—Tokai Maru, Jap. str., p. m.
Kauai ports—W. G. Hall, str., 5 p. m.
Eureka, Cal.—Saint Kilda, Br. str., p. m.

PASSENGERS ARRIVED

Per str. Kilauea, from Kona and Kau ports—Dr. Schwallie, Mrs. Schwallie, Mrs. Kellikoa, Mrs. Williams, E. J. Hill, J. Wakiha, J. Kaalona, Mrs. M. Hoopli, L. Kawae, T. K. Haue, L. Toomey, Miss Kaana, Jas. Morse, C. E. King, J. DeMello, Jas. Kaoo, Mrs. Kaoo, R. A. McWayne, J. G. Smith, Jas. Lynch, J. D. Johnson, W. H. Kane, Sam Lettlee, Mrs. Lettlee, Mrs. M. C. DeMello, Mrs. Lincoln, Mrs. Walaman, E. Murphy, Mrs. H. Pahee, Mrs. Muller, E. Aiu, Mrs. H. Pohe, Mrs. He Ahoi, S. Tsuda, M. Ishu, T. Takamoto, Mrs. G. Aiu, D. Haemann, 181 deck.

PASSENGERS DEPARTED.

Per str. W. G. Hall, for Kauai ports, Dec. 19.—Miss A. Grobe, Miss C. Bettencourt, Miss D. Grobe, Miss V. Wenselau, Miss H. Schimmelfennig, Miss A. Miller, Frank Fernandes, Alfred Fernandes, Manuel Fernandes, H. D. Wishard, Miss L. Dudley, Stanford Deverell, Annie Deverell.
Per T. K. K. S. S. Tenyo Maru, for Orient ports, Dec. 19.—C. C. Bockus, G. W. B. Bartlett and wife, W. P. Roth.

PASSENGERS BOOKED.

Per str. Claudine, for Hilo via way ports, Dec. 20.—Miss S. Kalina, Foster Robinson, A. Robinson, C. Robinson, Miss R. Hansen, Miss M. Christophersen, Mrs. M. H. Puley, Miss J. G. McDonald, Mrs. M. E. Perley, Miss Lawrence, Miss A. Waai, Miss Cross, Miss Craig, Mr. and Mrs. Fujita, Miss R. Monroe, Mrs. Westvelt, Master Westvelt, Mr. and Mrs. A. N. Hayselden, Miss T. Hills, Miss Ruth Hulen, Mrs. W. C. Mayne, Miss Emily Furley, Miss Kate McIntyre, Miss E. L. Warren, W. Dias, Jas. Keeki, Ernest Vierra, W. Tin Chong, Miss A. B. Wales, Miss C. D. Ingalls, Miss A. B. Ingalls, Miss M. McLevith, Miss Okamura, Miss L. M. Onishi, Miss T. Sato, Mr. and Mrs. Collie.
Per str. Claudine, for Maui and way ports, Dec. 20.—Henry Cooper, Henry Rummund, D. B. Murdoch, Miss Lillian Doyle, Miss Dickman, Mrs. Dickman, Hiram Kauakoku, Y. Aloha.
Per str. Kilauea, for Kauai ports, Dec. 24.—Miss H. Schimmelfennig, Miss J. A. Wilder, Miss Deas, Selwyn Robinson, Francis Gay.
Per str. Kilauea, for Kona and Kau ports, Dec. 24.—Mr. and Mrs. H. P. Wood, Mr. and Mrs. W. A. Greenwell.
Per str. Mauna Kea, for Hilo, via way ports, Dec. 25.—Jno. F. Nelson, Mr. and Mrs. H. W. Rice, Mr. and Mrs. H. Rice, Mr. and Mrs. H. P. Wood, Mrs. B. F. Schaeen and son, Miss Scheon, and maid.

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Sour, gassy, upset stomach, indigestion, heartburn, dyspepsia; when the food you eat ferments into gases and stubborn lumps; your head aches and you feel sick and miserable, that's when you realize the magic in Pape's Diapepsin. It makes such misery vanish in five minutes.

If your stomach is in a continuous revolt—if you can't get it regulated, please, for your sake, try Diapepsin. It's so needless to have a bad stomach—make your next meal a favorite food meal, then take a little Diapepsin. There will not be any distress—eat without fear. It's because Pape's Diapepsin "really does" regulate weak, out-of-order stomachs that gives it its millions of sales annually.

Get a large fifty-cent case of Pape's Diapepsin from any drug store. It is the quickest, surest stomach relief and cure known. It acts almost like magic—it is a scientific, harmless and pleasant preparation which truly belongs in every home.

WANTS

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A gold fob. Return to Office 3, Kaplani Bldg., and receive reward. 5423-1v.

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Stenographer, good wages, steady position. Cressaty, 78 merchant St., Tel. 4147. 5423-2v.

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Teacher wanted for Honolulu Private School, 8th or 7th Grade. Apply "Teacher," this office. 5423-1v.

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Two nicely furnished homes, rental reasonable. David A. Dowsett, real estate agent, Kaahumanu St., Tel. 1168. 5415-1v.

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Gibara, 1128 Fort, Washable Oriental Rugs. Holiday presents that will last a life time. More expensive now but cheaper in long run. 5432-6m.

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BUSINESS NOTICES.

NOTICE.
At a meeting of the directors of the Pinetree Sales Co., Ltd., held on December 16, 1912, Mr. L. Smith-Hiorth was appointed general manager and secretary of the company. 5421-3v.

NOTICE OF REMOVAL.
Prof. L. A. de Graca has removed his studio to 424 Beretania St., opposite Dr. Straub's Sanatorium. 5401-1m.

NOTLEY BEATEN

(Continued from Page 1)

his interests in the Kukooa Home Tula.

Notley, when seen this morning, intimated that he had thought of changing the name of his newspaper and of trying to make it a more profitable enterprise. Asked whether he would change his political faith in the future, he refused to commit himself. "I never heard that the Kukooa Home Tula would go out of commission," said Notley this morning. "It is true," continued he, "that the paper did not come out last week because of the breaking down of the machinery. But this does not mean that we have quit."

Notley, according to his friends, will not play an important part in local politics in the future. It is his wish to return to his home in Hamakua.

SOUTH DAKOTA

(Continued from Page 1)

erations will commence in the near future. The wall will be about 400 feet in length, allowing the largest ships of the navy to tie up alongside. The contract amounts to about \$70,000.

Proposals for construction of the naval magazine, on Kuuha Island, Pearl Harbor, will be opened in Washington tomorrow